

Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

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TRAWLER wanted, wood or steel recent build, about 100ft. overall, at least 200hp motor. Telephone: Dronfield 4048 971 377.

WANTED 50-60ft. Scottish MFV, good hull and Gardner engine, no fishing gear required. Box No. 886.

50ft. Scottish trawler, Gardner engine preferred. Telephone: Looe 2362 after 6 p.m.

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WANTED 30/36ft. trawler, flush deck, wheelhouse and winch essential, two berth accommodation and galley facilities. Photo and details Box No. 651.

WANTED longshore boat 32ft. or over, up to £1,500. Also fishing boat over 50ft. Cash clients waiting. Telephone: Broker STD 0502 62318.

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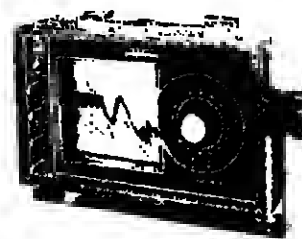
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fishing news

August 5, 1977

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'RED FLEET' CLEARED FOR MACKEREL KLONDYKE OPERATION

APPROVAL HAS BEEN given for a fleet of 10,000-ton East European motherships to be based on the Cornish mackerel grounds during the coming season. Around four vessels from Russia, Poland and East Germany are initially expected to be involved, but none of them will be catching fish: they will be taking on British-caught supplies and transfers will take place at sea.

Some of the fish, which will be processed on board the motherships, could in the end be bought back and re-exported to non-EEC countries, it was revealed by the British end of the operation, Joint Trawlers International of Reigate, Surrey.

Already a pilot run has been made with a Russian mothership off Scotland. Late last month the 13,500-ton Rybak Lotvii arrived off Ayr, on the west coast, to take on Scottish-caught mackerel. At £14.60 a unit, this was a fillet for the Scots labouring under the herring ban. Rybak Lotvii is expected to move on to the Minches.

Getting the operation officially sanctioned was a long job. Jon Carroll, managing director of Joint Trawlers, told *Fishing News*. He said the East Europeans were determined to play it straight and would not move until there was approval at the highest level.

The Ministry has now given the go-ahead and the EEC has also agreed.

Mr. Carroll also said that his firm would be pursuing a policy of putting local fishermen first. However, with each mothership able to freeze 120 tons a day, he expected to make arrangements with Scottish and Humber-side interests to supply mackerel.

If this operation proves successful, Joint Trawlers may try a similar one for the sprat fishery off the north-east coast.

Anchor men at Joint Trawlers for the East European operation is Russian-speaking Tomasz Clechowski.

The B-89 type ship now working was built in Poland for Russia in 1975 and is 588ft. long, even being equipped with a cannery and freezing plant.

The 538ft. floating base Rybak Lotvii — with a crew of 280 — has been taking aboard Scottish-caught mackerel off Ayr. The 13,500 tonner looks like being followed by three other similar ships.

The visit by Rybak Lotvii to Scotland underlines the growing importance of the mackerel fishery north of the border. In its report for 1976, published last week, the Department of Agriculture and Fisheries reveals that landings were up from 17,000 tonnes to nearly 30,000 tonnes. Out of this total, 12,000 tonnes went for human consumption against 4,000 tonnes in 1975.

Turn to page 16

£12,000 FINE

SKIPPER Terry Thresh of the Hull-based trawler Arctic Galliard (below) has been fined £12,000 (about £12,000) by a Faroese court for illegal fishing.

Arctic Galliard (1,680 tons gross), Britain's top freezer trawler in 1976, was arrested off the Faroes last week and escorted into Thorshavn.

It is understood that no fish were aboard the vessel and no order was made to confiscate

the ship's expensive gear. The Faroese authorities said Arctic Galliard was arrested off Fugloy, the most north-western of the Faroe Islands, while fishing in an area closed to foreign vessels without specific permission to fish there.

Skipper Thresh denied the charges and after the case rejoined his vessel, which headed north-north-east to other grounds to continue the trip after a guarantee was made for payment of the fine.

A spokesman for the owners, Boyd Line, said they

were waiting for more details of the court proceedings and did not know what the charges had been other than illegal fishing. They had considered the case and had a legal adviser in the Faroes to represent them.

They believed they now had the right of appeal, first to a court in Copenhagen and then to the Supreme Court in Denmark. But the company would wait until discussions with Skipper Thresh at the end of his trip before deciding whether to appeal.

Runaway skipper — page two.

Faroese fish on

FAROESE fishing boats will be able to continue fishing inside British fishery limits up to September 15.

An order was put before Parliament last week by the Minister of Agriculture, Fisheries and Food and the Secretary of State for Scotland and Northern Ireland to enable Faroese vessels to fish on.

Consultations between the EEC and representatives of the Faroe Islands have failed so far to establish an acceptable basis for reciprocal fishing beyond this two-month extension, but further talks are to be held early in September.

Not even wet!

A SCOTTISH fisherman narrowly escaped death while working off Shetland last week.

David Buchan, from the Fraserburgh boat Alari, was on deck when a rope caught his leg as the net was being shot. He was dragged over the side and back under the wheelhouse without touching the water.



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ROPES — TWINES — NETTING

Tweed 'sabotage'

THE River Tweed Commissioners' launch *Osprey II* was scuttled on her mid-stream mooring (right) at Berwick last weekend.

It is believed that she was sabotaged as a result of the high feelings amongst fishermen over the stepping up of the "war" on illegal salmon fishing.

A team of salvage experts from Beednell, led by Stanley and Hector Hall, refloated *Osprey II* with floatation bags and she was towed across river and dry-docked for repairs.

Detectives found a small hole had been drilled in the hull below the water line; fuel and bilge lines were cut; and distributor cap and plug leads removed.

Radar and VHF equipment was damaged in the sinking.

Group Captain John Proudlock, superintendent of the Tweed Commissioners, said on Saturday: "I am absolutely certain the scuttling was deliberate. There has been high feeling in the last few days because we have been working off the coast in close collaboration with the police and Fisheries Protection Service to combat illegal fishing for salmon."

"*Osprey II* was put into service for this purpose and has been a definite deterrent. This deliberate act of sabotage shows the frustration."

Group Captain Proudlock hoped *Osprey II* would be back in service within a week.

Boats 'carry guns'

SOME fishermen in the south-west are reported to be carrying shotguns on board their vessels as a result of harassment by French trawlers.

In the latest incident, the skipper of a Plymouth charter sea angling boat claimed on Monday that a French trawler deliberately fouled his anchor while he was fishing 37 miles out of Plymouth. He claimed that the same trawler had almost sunk another Plymouth boat three months ago.

First reports said the boat had radioed saying she was being "kidnapped". She was dragged around for about an hour, according to "Geordie" Dickson (41) of *Artilleryman*. They were over a wreck about 25 miles south of the Ed-dystone.

Skipper Dixon added: "If the French go on like this someone is going to get killed".

Tom Jones, secretary of the South Devon Shell Fishermen's Association, said: "Last year we lost £10,000 worth of equipment, including crab pots, ropes and buoys, and this year the losses are already three-quarters of that amount".

He claimed the trawlers often cut through gear in their search for shoals.

SQUID RECORD TOPPED AGAIN

MILFORD HAVENS' port grossing has been smashed for the second time in less than a week. And it was again mainly with squid that the new high was set.

Jadatar Gypsy was the vessel responsible for the new record with her catch of 173 kits selling for £8,750 - £1,000 more than the record set up the previous week by *Georgina Wilson*.

Of *Jadatar Gypsy's* grossing, more than £8,000 resulted from squid which

sold for up to £37 a six-stone box. In command of the vessel was Skipper Jim Brodie, who had worked the Bristol Channel grounds.

There was also a good grossing for *Bryher*, commanded by Skipper A. James. She landed 149 kits which sold for £6,832.

On the same day *Bryher's* sister-ship, *Rosemar*, commanded by Skipper Alex Simpson made £6,114 from 141 kits. The vessels' main varieties were 60 of cod, 30 of

whiting, 90 of roker, 30 of squid, three of turbot and brill, 20 of plaice and five of soles.

An the grossings show there was again good demand for all varieties landed by the local fleet.

The minister arrived in Hull on Tuesday, with wife and four officials. The White Fish Authority arranged a tour for him.

There was a civic reception on Tuesday, followed by visits on Wednesday to WFA's Fisheries Training Centre and Dume tank. He also met industry representatives, visited a fish processing plant, visited Albert Dock and the Neutical College.

NZ fish minister at Hull

NEW ZEALAND Minister of Fisheries, J. Bolger, has been in Hull this week on a finding tour.

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GO-SLOW DELAYS

AN UNOFFICIAL slow over pay by shipyard filters employees by BUT at Grimsby reported to be delays in the 12-month rule given pay increases; the pay agreement does not expire till November.

The union has also a claim for partly below Grimsby Fishing Vessel Owners' Association should receive a rate of 10%.

SHARON ROSE is a 42-year-old woman who has been working for the Grimsby Fishing Vessel Owners' Association. She is a member of the union and has been working for the association for several years.

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PORT HIT BY CREW PROBLEM

IN ADDITION to a shortage of fish Fleetwood is now feeling the effects of a loss of trawler officers.

Bill Rawcliffe, Fleetwood trawling manager for Boeton Deep Sea Fisheries, said last week: "There is a particular shortage of bosuns, chiefs and mates. The port has barely enough skippers and certainly there is not enough cover."

"People are leaving the trawling industry and not enough young recruits are coming into it."

John Bruce, superintendent of the port's shipping pool and, like Mr. Rawcliffe, a former trawler skipper, said: "All officers are in short supply and I think our biggest loss has been in good cooks."

Some men had gone to work on oil rigs and others had left fishing because of the problems facing the industry, he said.

The shortage is a bit of a worry but we are still managing to get ships away."

Forty-five young men had applied for the courses but it could not take them all. It was hoped to get a big class and eventually place the rest in the industry.

Big jump in Scottish earnings

A COMBINATION of heavier landings and higher market prices pushed up the value of Scottish landings by £26m. to nearly £86m. in 1976 compared to the year before.

An improvement in the cost of the drop in the rate of inflation after the cost-price squeeze suffered by the Scottish fishing industry in 1975, according to the *Fisheries of Scotland Report for 1976*, published last week.

The report says the white fish industry had a very good year. Demersal landings (cod, haddock, whiting and saithe) increased by 23,000 tonnes to just short of their previous record level of 273,000 tonnes. Earnings in this sector rose by £20m. to a new record total of £61m.

Herring landings, on the other hand, showed a continuing downward trend, with catches of only 73,119 tonnes being recorded — the second lowest figure for the century.

This was due mainly to the very poor west coast fishery.

slightly greater than in 1975, its value at £12.4m. was 67 per cent higher.

Total size of the Scottish fishing fleet fell in 1976 by 62 vessels, to a December total of 2,616. However, employment remained stable, with the number of fishermen employed full-time rising slightly to 7,560, although this was partly offset by a small drop in the number of part-time fishermen.

Grants totalling £266,453 were offered during the year towards the construction, improvement and repair of fishery harbours, and payments actually made on work completed or in progress

totalled £692,904.

Schemes in progress included a major programme of harbour deepening at Fraserburgh, the repair and extension of the slipway at Wick, construction of a new pier at Gairloch and land reclamation for vehicle marshalling at Mallaig.

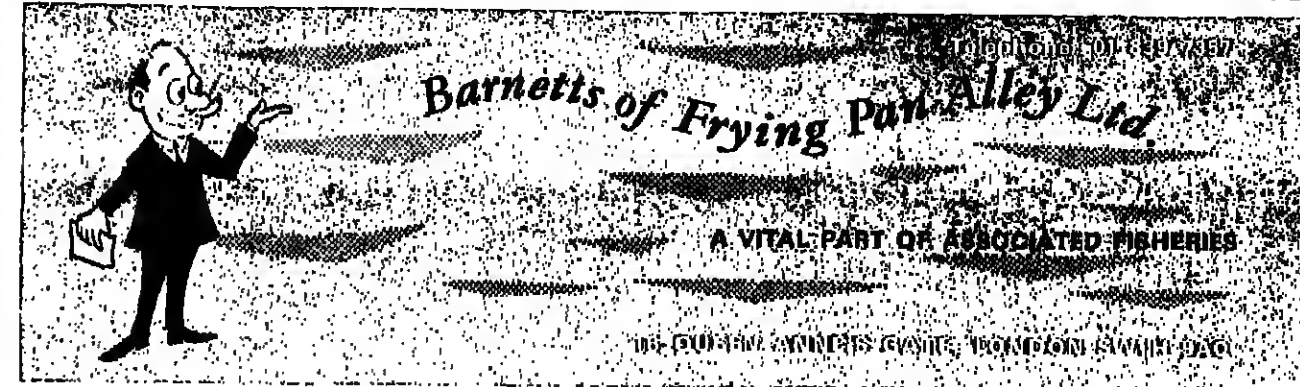
Works completed during the year included harbour improvements at John O'Groats and Peterhead, and the construction of a new landing stage at Eriskey.

The report records a drop in the commercial salmon catch of about 50 per cent compared with 1975. The only apparent explanation for

this is that some disaster overtook the particular year-classes of fish after they had migrated to the sea.

Estimated cost of research work undertaken at the Department of Agriculture and Fisheries for Scotland's Marine and Freshwater Laboratories amounted to £3.1m. in 1976.

As in previous years, research was undertaken on a wide range of short and longer term problems concerning the ecology, productivity, exploitation, conservation, management and health of fish resources in the Scottish fleet's near and middle water areas.



SMOKE SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS
Continuing "A Scandinavian Scandal" or "What a Load of Swedish Rubbish".
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THE STORY SO FAR: Angela Barnett, irascible, wild-spirited, hard-drinking but beautiful daughter of Lord (Le Dauphin) Barnett (high-powered, youthful-looking executive of Associated Fisheries — the world's greatest fish conglomeration — whose close personal friendship with the Chairman's secretary's assistant is standing him in good stead in his fight to take over as Financial Director at Head Office, one of London's highest paid top jobs, which includes luncheon vouchers and a key to the executive loo), has over-delayed her exit from a doubles bar in her favourite Shoo pub, and soon after closing time she is being hurriedly helped outside by the barman and the fuzzi. Whilst coming to on the pavement she is seen by Björn Lindberg, a tall, dashing young lawyer, over in England to earn some bread to spend on schnapps on return to his native Sweden.

He hands down and tenderly lifts Angela to her feet, brushing sawdust and pieces of uncooked cabbage from her jeans, and as she rests her pulsating, throbbing head against his manly chest, above the roar of the Shaftesbury Avenue traffic and the sound of stampeding pink elephants in her poor ears, she hears his madly beating heart, and clutching his lapels for support, her own romantic nature responds and in a trice, dear readers, two hearts beat as one.

Björn, now in a lover's daze, suggests that he takes her away from all this and soon they are settled in a small private drinking club in Farn Alley.

They talk of this, that, and the other, particularly the other, and in less than four hours the eager Björn, ever the perfect ladies' man, has initiated a meaningful relationship by allowing his lovely companion to pay for the drinks and lend him seven quid — this being all the bread she has on her at the time.

The friendship flourishes and continues, soon waxing hot in cold Sweden where, to Angela's horror, Marks and Sparks have not quite completed their new store in Stockholm and everything — well, nearly everything — is covered in snow.

The poor, brave British girl learns Swedish, how to ski, and how to down litres of milk, the national beverage; and one morning while she is making tea and preparing the herring, Björn mentions he has finished his library book and as it looks a very dull day, why don't they go get married? Angela quickly dresses, grabs her purse and rushes out to buy a licence and before her hasty friend can bite his tongue or change his mind, they are standing close together in Stockholm's City Hall, swearing they will, for better or for worse.

NOT READ ON: Life proceeds very pleasantly for our young lovers and a year later (but whose counting?) there are, suddenly, three mouths to feed, one being particularly vocal and demanding. Baby Nicola, a night club queen and nocturnal topper and bottomless stripper, turns her parents' existence upside down and inside out; little madam prefers to enjoy a nap during what should be feeding time and from 9 p.m. till six in the morning, with the over-developed lungs of a chimney sweeper, goes into a great pink rook and dance pot in her cot.

But worse is to befall: their joy receives a frightening set-back as while from pushing from their local post-natal clinic, our hero and heroine take a searching look at Nicola and to their terror and anguish realise, beyond any shadow of doubt, that their angel child now bears a dribbling 'spittin' likeness to grandpa Barnett himself... what should they do? See a doctor? Dare to consult a plastic surgeon? Or should they have the baby exorcised?

(To be continued next month. Be warned — order your copy early.)

W. Barnett of Frying Pan Alley

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Runaway skipper now 'sorry'

ABERDEEN trawler skippers are concerned by what seems to them to be a stepping up of fishery inspection patrols by the Faroese in their waters.

It has been claimed that Aberdeen trawlers have been withdrawn from the waters and a strong protest has been sent by the John Wood Group to the British authorities seeking clarification into trawlers being stopped and inspected for small mesh gear.

Apart from the Arctic Colliard incident last week (see page one), the John Wood-owned trawler *Burwood* was stopped and boarded by the Faroese patrol

vessel *Jaldried* and it was alleged that Skipper Ajar Nelson had been fishing illegally and had on board a small mesh net.

After the boarding party left his vessel, Skipper Nelson made for Aberdeen instead of going into Torshavn as requested. It is understood that his case will be heard later this month in Torshavn, perhaps in absentia.

Skipper Nelson has since apologised to the Faroese authorities and a spokesman for the John Wood Group said he should have co-operated with the fishery protection vessel.

The spokesman said Skipper Nelson was prepared to go along with the company to co-operate with the Faroese and have the matter cleared up.

At the weekend another Aberdeen trawler, *Aberdeen*, was stopped by the same Faroese vessel and

Skipper William Michie was fined £1,000 at Torshavn court for having a small mesh net on board in Faroese waters.

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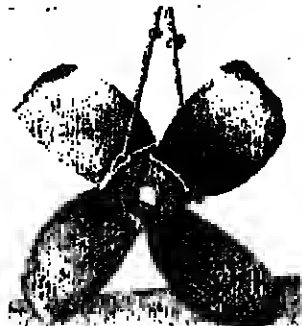
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THE DIRECTOR of Aberdeen's Torry Research Station believes that most of the UK fish supply will in future be found in the waters inside our 200-mile limit "as was the case at the beginning of this century". But the British consumer will have to get used to different species, including mackerel and blue whiting.

TORRY REPORT

"Given sensible management of stocks," says Dr. G. H. O. Burgess in the Torry annual report, "it should be possible to reach a stable situation where our own needs and some demand for export could be met by our own fleet."

Torry is taking part in research and development to vary the mix of British-caught landings. The impending shortage of cod has "given an edge of urgency" to work on blue whiting. But there are many problems still to solve.

"Nevertheless," Dr. Burgess continues, "it is time to look ahead, perhaps to 1978 or 1979, when the necessary technology will probably be available to allow blue whiting to be utilised as food fish. Will it prove possible to apply this technology?"

Unfortunately, some of the weightier questions about the use of blue whiting may not be answered until there is considerable industrial involvement in a commercial fishery.

Even closer collaboration is needed between industry, government scientists and technologists if anything is to be made of the large stocks of blue whiting.

Dr. Burgess says that prospects "still appear sufficiently promising to justify the R & D effort that has gone into the work."

Torry has also been looking at other species and processes. In its report last

continuous blast freezer with a throughput of less than 450lb an hour. Extensive preliminary tests have refined some of the design calculations.

Results indicate that weight losses will be comparatively low and that it can operate for considerably longer than one working shift without sufficient change in freezer performance to make defrost necessary.

In its work on quality assessment and control, Torry claims to have devised a quicker method than feeling samples with the fingers for determining home content of fillets. The method is for the analysis of samples up to one kg in weight. Said to

be quick, simple and convenient, it can be used for minces or fillets.

The Torry report mentions the station's work on Antarctic krill as one of the many examples of the continuing collaboration between the European laboratories engaged in fish research.

A Torry worker travelled with a West German expedition which collected krill and samples were sent to Aberdeen where Torry has been studying storage properties of this small crustacean.

Utilisation of krill presents enormous problems, notes the report. The most abundant species, *Euphausia superba*, resembles a small shrimp and averages two to three inches long. The amount of tail meat is less than in brown shrimp of the same length.

When cooked, this meat has a mild shrimp-like flavour and Torry describes the texture of the meat as "slightly sloppy". It is potential as a new material for food but no product of wide appeal has yet been made from it.

BLAST ON FREEZER

AN ENGINE ROOM explosion which disabled Boyd Line's Arctic Freebooter off the Northumberland coast last week is less serious than at first thought.

None of the crew of 28, including six trainees, aboard the 1,183-ton Hull freezer was injured.

She was towed into South Shields for repairs which are expected to be completed during the present week.

A spokesman for the owning company told Fishing News that, when repairs are complete, Arctic Freebooter will resume her trip to Benr Island.

Quote of the week

"THERE IS A cocoon of cotton wool around the EEC. It is like a tur baby. The more one punches, the duopur and's fist sinks in, and one gets nowhere at all."

JAMES JOHNSON MP (Hull, West)

Westminster

unidentifiable drifting haw-sors is an insurable risk. I understand, however, that the fishermen's representatives intend to raise this matter for further discussion at the next meeting of the group.

"Mr. Henderson asked the Secretary of State for Scotland what is the cost to public funds of the Fisheries and Offshore Oil Consultative Group since its inception.

"Mr. Hugh D. Brown: The main cost to public funds has been the provision by the Department of Agriculture and Fisheries for Scotland of the secretariat to the group and the cost of attendance at meetings by departmental officials. The total cost for the three years since the group was formed is estimated to be about £45,000.

Mr. John Silkin, Minister of Agriculture, Fisheries and Food, was asked by Mr. Costain, (C. Folkestone and Hythe) what further measures he intended to take to conserve fish stocks within Britain's 200-mile limits.

Mr. Wall (Con, Haltemprice) asked if the Minister would make a statement about his further discussions on a common fisheries policy and British requests for adequate conservation.

Mr. Silkin: "We are continuing to review the necessary further conservation measures for safeguarding fish stocks and will not

hesitate to press those when the Council resumes its discussions.

Mr. Costain: "Does he appreciate that the fishermen on the south coast of England, who have seen how the French and the Belgians have over-fished their areas, are concerned about this issue?"

"Will he confirm that he has power to bring in conservation measures that affect all nations? Will he take such action as he considers necessary, appreciating that modern electronic devices do not give fish a fair chance?"

Mr. Silkin: "I do not know about giving the fish a fair chance — it is the fishermen with whom I am primarily concerned. But the hon. Gentleman has put his finger — his fish finger — on an important point, which is that it becomes more and more clearly essential to preserve our national right to apply conservation measures."

"This must be the case whether or not I can negotiate a sensible permanent regime in the near future. That is something that it is vital for us to have. But that should not prevent us from looking at the sort of conservation measures that waro, I think, implicit in the hon. Gentleman's question."

Mr. Hloka (Con, Bodmin): "Is the Minister not aware of the anxiety felt in the south-west about the future of mackerel stocks? Is

he not also aware that last year double the quota recommended was fished?"

Mr. Silkin: "The hon. Gentleman makes a valid point. I must confess that, and my officials are deeply concerned. We may, if we are not careful, see exactly the same thing happening to mackerel as has been happening to herring."

"We are therefore studying the measures that will allow us to take to protect what is regarded as a valuable stock which will be a valuable trade-off in the future."

FISHING RIGHTS.

Mr. Lucas (Con, Southampton), asked the Minister of Agriculture, Fisheries and Food what is the present state of negotiations between the EEC and non-member States on reciprocal fishing rights.

Mr. John Silkin: "Progress is being made on a number of reciprocal agreements in addition to the three already signed."

"Following recent consultations with Norway, arrangements should be made for fishing for cod in northern Norwegian waters."

"Fishing in the North Sea and part of the North Atlantic Sea continues at least two levels for the time being."

"Difficulties have arisen with the Faroes, but arrangements have been made for a second week in September."

REPORT ON 'GAUL' CLUES

SCIENTISTS at Portsmouth have completed their examination of a liferaft container trawler *Gaul* earlier this year.

The report is now being considered by the marine division of the Department of Trade and Industry.

The report has been written by marine biologists and others at a Ministry of Defence research station at Eastney, where work involves studying the effects of exposure on warship materials.

Consideration is now being given by the Minister of Trade, Stanley Clinton Davies, to a possible search for the factory ship.

Councils link to 'save' mackerel

A JOINT campaign is to be launched by Devon and Cornwall county councils to persuade Fisheries Minister, John Silkin, to stop industrial fleets converging on the south-west to hit mackerel stocks.

A joint committee of the two authorities, meeting in Plymouth last week, was told by Harry Calder, Cornwall's planning officer, that his council deprecated the industrial fishing of table fish for fish meal.

He said the only fish used for meal should be that which is not eaten by humans.

Simon Day, vice-chairman of Devon Sea Fisheries Committee, said it was not only the Russians who use intensive fishing techniques.

Britain had allowed the Russians to fish in her waters in the hope that the Soviets would permit British fishermen to work in their waters.

Boats from the large fishing ports in Scotland are capable of "hoovering up" as much fish in a day as the small south-west boats could in a month.

Mr. Day said the fish went for meal or for export to East Africa. "One just wonders what to do for the Cornish fisherman," he said. "They have invested heavily in their way."

He did not think the stocks could be fished out in a matter of months, but the Sea Fisheries Committee seemed to "lack muscle."

Mr. Calder said the Minister had promised to act in the next Parliamentary session, which began in November, but by that time he felt mackerel stocks could have been practically used up.

"All we can do is to continue to shout, to shout loud and long, and see what happens."

COMMENT

IT SEEMS criminal that British-caught mackerel can be processed inside our own waters by Eastern Bloc ships and then sold back to us for onward export. But this bizarre situation — which as seen from our page one story could come about — highlights one of the major problems of this fishery.

In modern fishing there has probably never been such a huge potential resource which has failed to attract the freezing and processing shore back-up to turn it into an up-market product. This is mainly because the fishery has the misfortune to be a seasonal one.

While the sight of the 'red fleet' is enough to make most British fishermen dig out their best expletives to exchange on the radio, this time the non-fishing motherships will be seen in a new light by men who are forced to put some of the best catches of their lives down a meal plant.

When we are constantly reminded how short the world is of fish, the situation in the south-west is little short of ludicrous. This is why a report completed by the White Fish Authority on the prospects for mackerel will be closely read. It does at least give some pointers for the future, which it feels rests mainly with canning.

An investment of £10-£15 million would be required, says the WFA, to take care of a predicted 40,000-ton demand by 1978/79. This would be worth £20 million at 1975 prices.

Apart from the tremendous investment, there would still be the problem of knocking the Japanese out of the market. Taking over Japanese imports into the UK would utilise 7,000 tons of mackerel, and the WFA sees a potential in the EEC for 300,000 cartons of mackerel steaks and 320,000 cartons of fillets. This EEC uptake would use 10,000-tons of raw mackerel. On top of this, 'third country' demand could be as much as 23,000 tons.

Apart from mackerel, there also appears to be a big opportunity for canned pilchards. Reports from South Africa, one of the world's leading suppliers, indicate that there is going to be a shortfall in supplies for export. Home demand is taking up most of production.

Whelker for Wells

SMASH goes a bottle of Champagne against the bows of a new whelk boat (left) for the North Norfolk port of Wells. Four Brothers, a potter based on the Versatility 30 GRP hull moulded at Rye, Sussex, has been bought by David Cox, and his cousin, Alan Cox.

The boat has been named after fathers and uncles in the Cox family who, like the boat's owners, have given many years of service to the local lobster station.

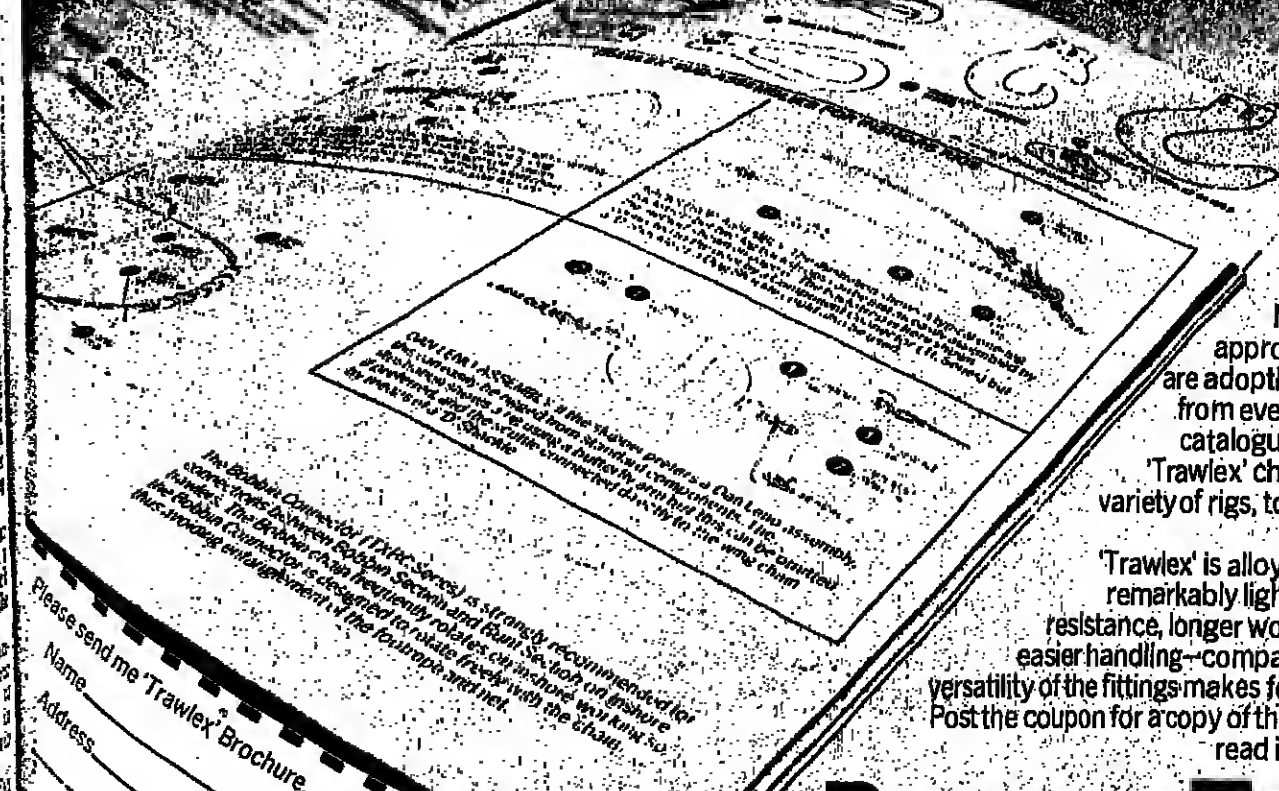
More details and pictures of Four Brothers in Fishing News soon.



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THE COMPLETION of Bountiful for Gardentown last month marks the end of a five-year saga for her two owners.

They ordered an 85ft. steel vessel from the Dundee yard of Smith and Hutton in 1972. When the hull had been built in an English yard and was ready for fitting out in 1976, the Dundee yard went bankrupt.

Finally the two fishermen, Skipper James West and his partner Forbes West, decided to sell the steel hull to Scandinavian interests and start all over again by having a wooden vessel built. It was at this point that the yard of J. & G. Forbes at Soudheve came into the picture.

Early last month Bountiful ran trials from Fraserburgh. With a wooden hull and steel superstructure, she has a beam of 23ft. and a moulded depth of 13ft. 6in.

Lines

Of traditional Scottish layout with a transom stern, Bountiful has similar lines to a number of successful wooden seiner trawlers and purse seiners designed and built by Forbes in recent years.

Although she could be easily converted for seine netting, she is fitted out primarily for trawling and catching white fish, shrimps and pelagic species.

"We will be able to adapt ourselves to whatever comes along", Skipper West told Fishing News.

Trawling for mackerel could well be part of future operations. Bountiful is equipped with a Rapp fish pump designed for emptying her from the cod end of a pelagic trawl.

Bountiful has been built throughout to comply with the Dept. of Trade Fishing Vessel (Safety Provisions) Rules 1976.

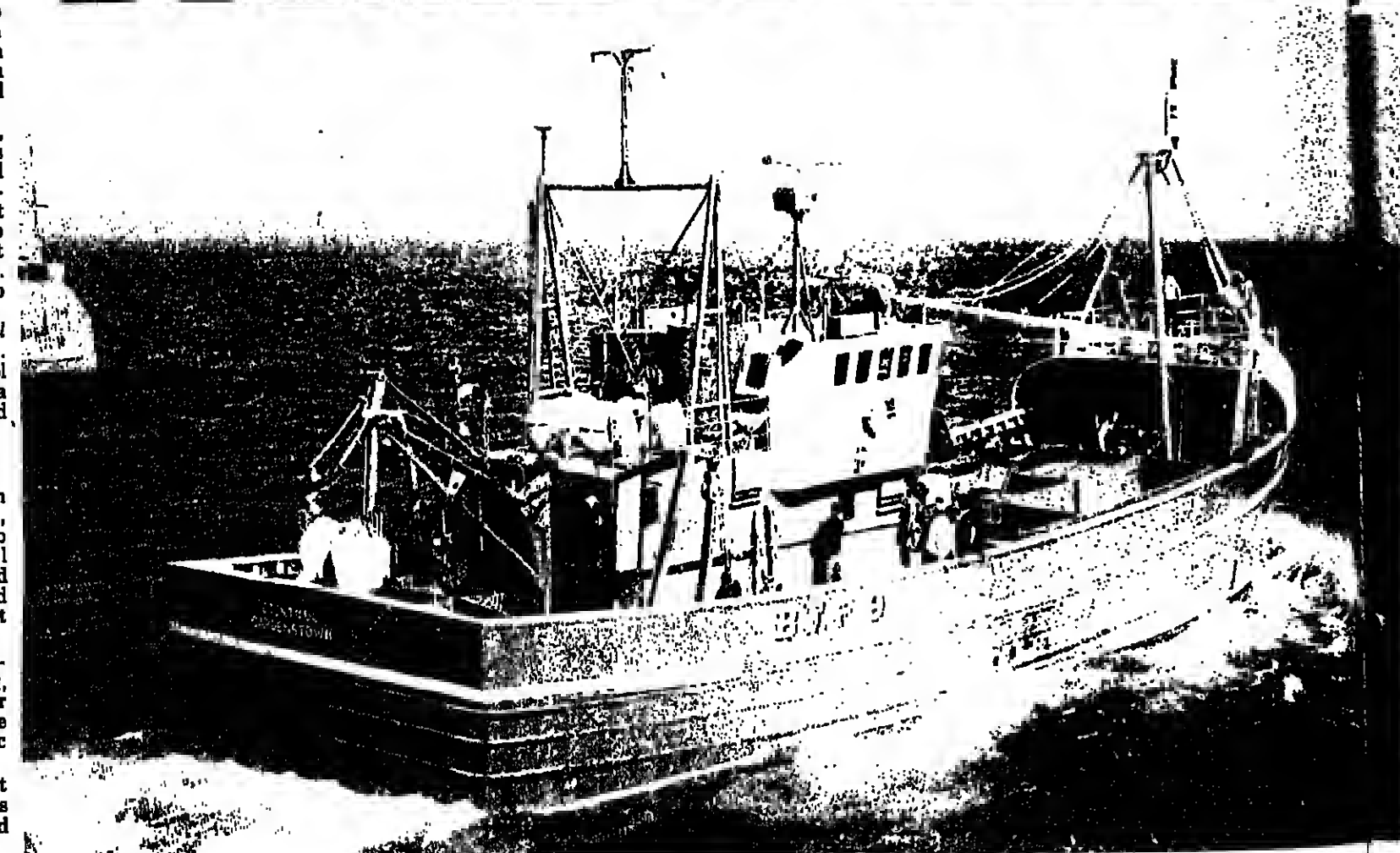
She is powered by a Mirresea Blackstone EWSL6 engine which develops 760 hp at 900 rpm and drives a Liaen four-bladed controllable pitch propeller through a Liaen ACG 54/450 reduction gearbox.

The engine is fitted with a Brown Boveri turbocharger and has compressed air starting.

A Dowty variable displacement hydraulic pump for the trawl winch is driven from the fore end of the main engine through a Northern Tool and Gear 'Mastra' step up gearbox and clutch. This can also drive the seine net winch through a changeover valve and can also power the fish pump through a reducing valve.

A Vickers hydraulic pump plugged into the 'Mastra' gearbox drives the boom swinger, power block and anchor windlass. Oil is

'BOUNTIFUL' MAKEST



...five years and two yards later

directed through changeover valves to whichever unit requires the power.

Electrically driven equipment in the engine room includes two Deani SA80 Major three in. bilge and general service pumps and two Worthington Simpson air compressors.

There are two Ford auxiliary engines.

The model 2704ET six cylinder turbo-charged unit produces around 160 hp at 2400 rpm and provides power for a BKB Electric Motors Ltd. 415V three phase 50 Hz e.c. alternator, Transmotor 24V alternator and a hydraulic pump for fishing gear retrieval.

Another BKB 415V alternator and Transmotor 24V alternator are driven from the model 2712B four cylinder, naturally aspirated, engine which runs at 1,250 to 2,500 rpm and develops 50 hp.

Two tanks in the engine room and one in the stern carry a total of some 4,000 gallons of fuel oil and a 700-

gallon fresh water tank is fitted aft.

A Robertson trawl winch is fitted on deck forward of the port side in the shelter of the whaleback.

Lying on the centre line, just aft of the trawl winch, is a Northern Tool and Gear 'Mastra' Mk 11 seine net winch driven by a Downmatic motor.

A Rapp 24RA power block is hung on an extendible crane at the after end of the deckhouse and a Rapp anchor windlass and boom swinger are fitted atop the whaleback.

Trawl galleys are fitted at the starboard bow and both quarters and seine rope leads are of Whale manufacture.

Chalmitt rubber-cased floodlights are fitted on the superstructure.

The fishroom is insulated on the bulkheads and is divided into two with a door to the intervening bulkhead.

It is fitted with steel stanchions and wooden division boards.

Fish finding aids in the wheelhouse include Elac Sonar end LAZ 44 Sonarscope, Elec LAZ Echograph, LAZ Flashlight and Simrod Trawl Link FL Netsounder.

Communications and navigation equipment includes: 'Sailor' T122 R105 seab radio telephone, two 'Seilor' RT144 vhf radio telephones, Furuno FRS 24 radar, Decca RM914 radar, Simrod RW watchkeeping receiver, Woodsons talk back system, Ben Amphitrite speed log, Decca Mk21 Navigator, 450 automatic pilot and 350T track plotter.

Other wheelhouse fittings include Speich blade-type window wiper, Tenford H115 ESG steering gear and two Telenus helmsman's seats.

Morse engine throttle controls and Westinghouse propeller pitch controls, and Tenford steering handles, are duplicated. There is also a Morse control for the winches.

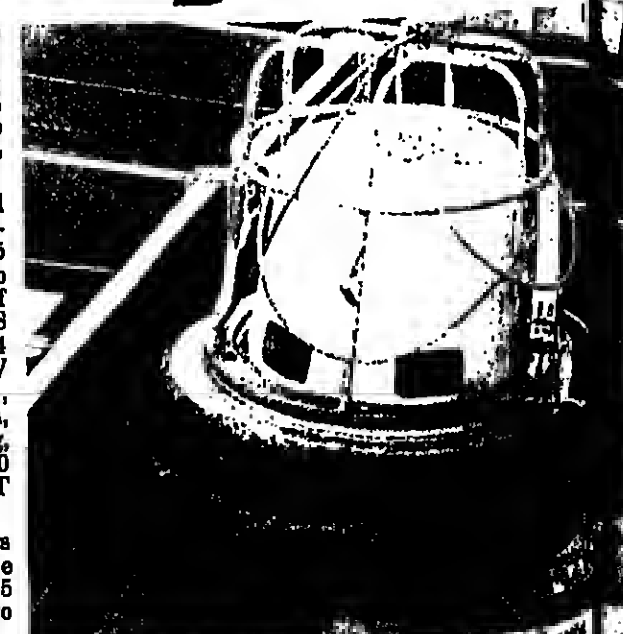
A cabin for the skipper leads off the after end of the wheelhouse. The crew's cabin is arranged below deck aft.

Central heating in accommodation and deckhouse is by Dimplex oil-filled electric radiators.

A Kempsafe KS36 electric cooker is fitted in the galley. In a separate messroom, below the wheelhouse a Deep-cold fridge and deep freeze is fitted.

Other facilities in the deckhouse include a shower and wash basin and a separate w.c.

Fishing gear includes: Apeldoorn pelagic nets, Boris white fish trawl, Norman of Denmark shrimp trawl and Blair of Dundee steel Veeform other boards.



The Rapp 24RA power block and boom swinger on the deck of Bountiful.

Pump for mackerel

BOUNTIFUL is among a growing number of vessels to carry a submersible fish pump for emptying her trawl. She is fitted with a Rapp USS80T pump from the Eilon firm of Fishing Hydraulics (Scotland) Ltd.

Already several other vessels which took part in the Cornish mackerel fishing last winter have been fitted with the pumps and their use will not only get the catch aboard faster, but will also reduce damage to the net.

Use of the Rapp USS80T pump means that without a pump it can take as long as seven hours to empty a 70-ton catch.

from the trawl. It is connected to the suction part of the pump which is tapered design so that the end can be fastened and it.

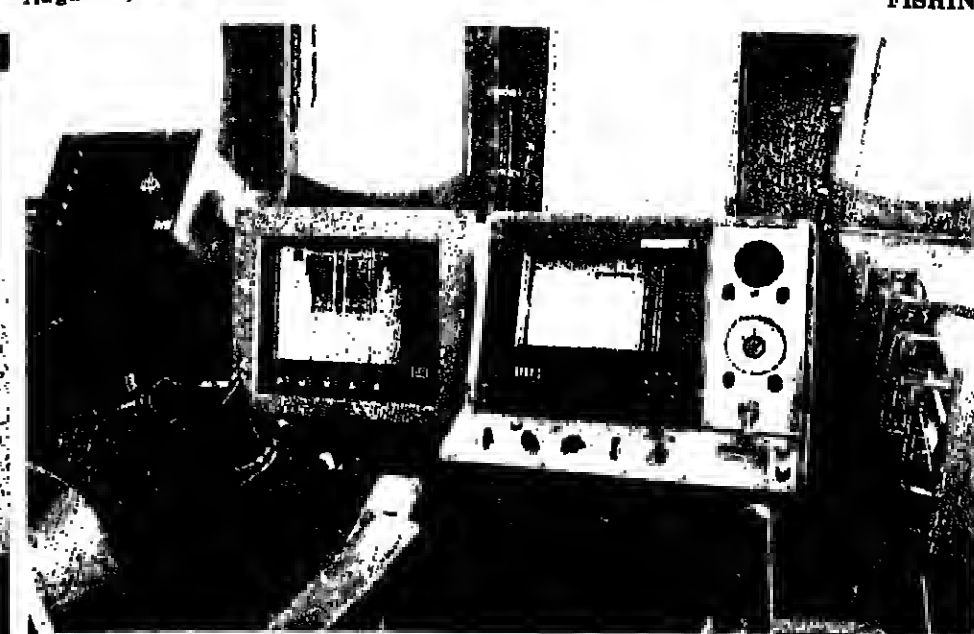
cod end and pump are lowered into the water. The suction part of the pump swivels to take the cod end of the net.

As pumping proceeds the cod end is pulled up by use of the power block, so that the net is moved towards the pump. The net is carried by a flexible hose to a water separator mounted on deck and from there the fish is passed down the mainmast.

The first Rapp fish pump supplied by Fishing Hydraulics was on Hebridean, used last year for the Highlands and Islands Development Board blue whiting fishing trials. Another was supplied to the 97ft. Leigh-registered Persevere late last year. Persevere went single boat trawling for mackerel and sprats last winter.

Three more pumps have now been supplied to the partnership of Sorepts and Qui Vive from Fraserburgh and Amstey from Peterhead.

These three boats pair-trawled for mackerel from Plymouth last winter and are planning to return there this coming season.



Top: electronics in Bountiful's wheelhouse includes: Elec Mittal Loder sonar (right) and LAZ 72 Echograph. On the far right is the Decca 450 Autopilot and RM914 radar.

Above: Skipper and part-owner of Bountiful, James West (left), with Roderick Forbes, a director of the boat's builders, J. & G. Forbes and Co.



Left: Bountiful's power block is the model 24RA by Rapp; the Norwegian firm also supplied the boat's boom swinger and anchor windlass.

is lifted aboard and opened. It is connected to the suction part of the pump which is tapered design so that the end can be fastened and it.

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50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

AUGUST 6, 1927

ACCIDENT Insurance scheme for skippers and mates of abeam trawlers pays £4 a week for temporary disablement and £800 in the event of death. Premium: £4 7s. 6d. a year.

ABERDEEN line fishing steamer Ferdece lands "the largest halibut ever brought to a west coast port." The 320lb. giant sells for £6 14s. at Fleetwood.

POWERED fishing vessels "at last becoming established on coast of Brittany after long years of strenuous opposition." It was thought motors would cause a fish glut and cut prices.

SHARE fishermen to be included in the National Insurance Scheme.

FISH dealer in court on cruelty charge after disembowelling two live eels. Case brought by RSPCA was dismissed.

TRAVELLER just returned from India describes a fish that leaves the water and climbs trees.

STEAMER Spigola, first Italian ship of her type to land at Fleetwood, collides with an incoming trawler and is detained until a guarantee for the cost of repairs is received.

WIRELESS telephone apparatus 'will become extremely useful for passing information from one ship to another.' Six Pickering and Holdens trawlers now fitted with experimental sets.

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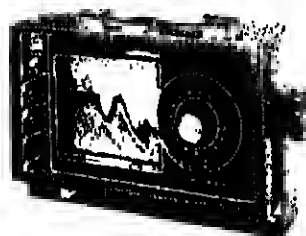
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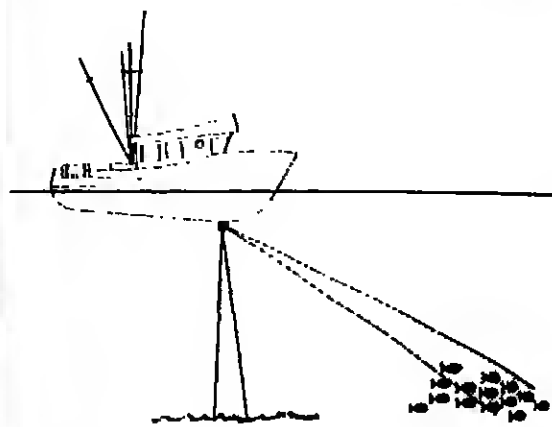


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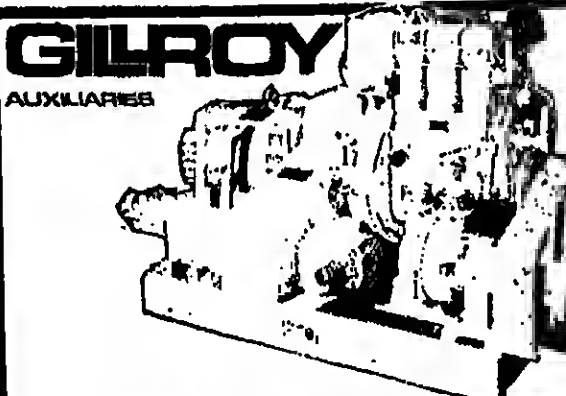
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'ATOMIC' TASTER

THE WINDSCALE atomic plant inquiry was told by a professor last week that he used himself as a guinea pig in tests with a radioactive fish.

Prof John Fremlin, of Birmingham University, giving evidence for Cumbria County Council, said: "I am entirely convinced that it is far safer, as well as more pleasant, to eat a slightly radioactive WindSCALE fish than a similar quantity of luncheon meat out of a tin."

'Sky spy' leads to salmon charge

A BERWICKSHIRE skipper has been charged with illegal salmon fishing after his trawler was tracked by a helicopter last week.

Police and fishery officers boarded the 30ft. St Nicholas

II, skippered by Robin Aitchison, as she moored in Eyemouth harbour. Nets worth nearly £3,000 were confiscated by the police, said Skipper Aitchison of Burnmouth. Crewing aboard the boat were his son, Robin, and Robert Sim.

"We are charged with illegal fishing," said the skipper.

Holidaymakers saw 14 uniformed police went aboard and hauled the nets from the deck and loaded them on to a lorry.

Followed

Skipper Aitchison said: "We were followed up the Berwickshire coast for several miles by the helicopter which may have been taking photographs."

"We had gone to fish for cod, mackerel and dogfish. There was one mackerel in the net, which the police confiscated, and nothing else."

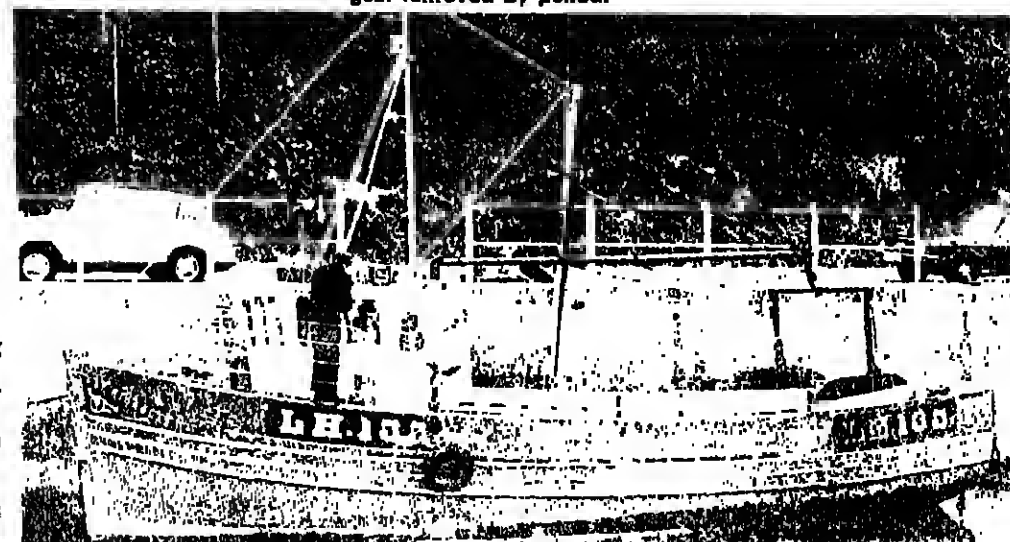
"Police and fishery officers were on the quayside and a

fishery protection vessel was standing by at the entrance to the harbour as we sailed in," he said.

Later, a spokesman for the Department of Agriculture and Fisheries said: "Mr. Aitchison has been charged with illegal fishing for salmon."



Skipper Robin Aitchison (right) with crewman Robert Sim (left) and Robin Aitchison. It is alleged their boat was illegally fishing for salmon. (Below) St Nicholas II — nearly £3,000 worth of gear removed by police.



'Brew' to save an anchor

"WE DON'T anchor very often and, when we do, we generally use five fathoms of chain shackled to a nylon warp by cable."

"Our main anchor is shackled to 50fm. of 1/2in. chain and is carried more as a form of insurance than for regular use."

It was once galvanised but is not any longer as rust has completely replaced the zinc. "It would be impracticable as well as prohibitively expensive to send it to be re-galvanised from here."

"Is there an alternative method, both effective and not too expensive, to stop it corroding away in the chain locker?"

"An Australian method is to take the chain ashore, hitch one end to a Jeep, and tow it along a metalled road until all the rust has disappeared. It should afterwards be drawn through a log fire and then through a bath of tar."

Alternatively you could lower the chain overboard when your boat is on a slip or get it up on deck on a sheet of heavy canvas and coat it with black varnish there."

Bismous composition, however, never seem to dry properly after being applied in either of these ways, so it's always a messy business handling the chain afterwards."

A far simpler and more effective way is to draw the chain up on deck and bash all loose rust off it before flaking it down a few feet away from the boat or hawse pipe."

Having done so, get a metal bath of the size and type used for stowing longlines, fill it about one third full with a composition called Unitol and place it between the chain and the hawse pipe."

Then run the chain, without tension, on, through the bath and back down the pipe."

John Burgess' Log



Force of gravity makes this an easy job as it draws the chain into the locker after a fathom or two has already been stowed there."

Then you merely have to check the chain to reduce tension and ensure that every link is completely covered with the composition."

As Unitol is a clear, penetrating lacquer which not only protects metal surfaces against corrosion but also timber surfaces against deteriorating in moist atmospheres, it is far cleaner to use than tar."

Whatever amount you spill on deck while treating your chain can be beneficially brushed in afterwards."

In my opinion it is a magnificent brew. It is composed from alkyl and other synthetic resins, active oils, inhibitors and moisture repellent surface-active additives."

After you have applied Unitol, it becomes touch-dry in two hours and fully dry in 6-18 hours depending on weather and temperature conditions."

When the solution dries completely, it forms a clear, yellowish film which inhibits penetration by water and growth of moulds and fungi."

To protect metal surfaces Unitol is usually used on its own or added to a priming coat."

"To protect timber it is recommended that Unitol should make up 25 per cent of the first paint coat and should then be successive coats."

"Please tell us how to catch garfish with lines."

When shoals of garfish migrate up-Channel in May, ahead of the mackerel, they tend to congregate in fast water in the lee of headlands in whatever depth they find whitehail — small pilchard, herring, etc."

When they do so, they can be detected with an echo sounder."

If your boat is not fitted with a fish finding sonar, you might locate shoals by a method used before such instruments were invented."

This consists of scattering twigs and/or straw in places where you think shoals may be — possibly because you have seen one or two garfish leaping out of the water. The species likes to play around and even leap over such jetsam."

Garfish are said to be very fast swimmers and, therefore, to leap right out of the water when pursuing their prey. Presumably it is the speed they use to escape pursuit which causes them to leap out occasionally."

Garfish will take mackerel, spinners with smaller than usual hooks attached to them. There is, however, a more effective way of catching garfish with lines than trolling for them."

Garfish take small fish just behind the head from one side. When taking a weighted lure they detect the difference between it and a fish instantly, and let it go."

The bite is so swift that it is impossible to feel with the lightest of tackle."

The only way to detect a bite, therefore, is to watch the tip of a very sensitive rod. To hook a fish you must strike while the tip of the rod is still deflected."

It is especially best to use a fresh water spinning rod, a fixed spool reel loaded with 12 lb. breaking strain line and to rig sliding float gear (long thin float) to hold a 1 oz. or 1.5 oz. weight and not less than a 4 ft. trace with a small, long-shanked hook."

As good bait as any is a 1-1 1/2 in. mackerel leak hooked once only through the narrow end. You must cast into fast water and let the bait drift."

Pull back occasionally, keeping the spool open."

At the first sign of a bite, let the line run for at least five seconds; then strike hard, making sure your clutch is set to the strength of your line."

The gar will leap 3-4 ft. clear of the water and, if you don't give him line, he will break it."

It is very important to take a garfish out of the water smoothly with rod tip well down; then to throw the rod well back to kill the fish by breaking its neck."

If this is not done before extracting the hook, you may suffer a badly cut hand. A garfish's beak, like that of a swordfish, is not an ornament."

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Adjusting binoculars

"MY BINOCULARS have got a centre-focussing ring and a ring on the right eyepiece instead of one on each eyepiece."

"Do you know what the proper drill is for adjusting it to your own particular setting?"

Set your inter-ocular distance (distance between your eyes) on the scale between the two eye-pieces. If you can't remember it, open and close them until you can see clearly through them."

Close your right eye and rotate the centre focussing ring until whatever you want to look at is in sharp focus in the left eyepiece."

Then open your right eye, close the left, and rotate the ring on the right eyepiece until the object is in focus."

Afterwards, note the readings on the centre scale on the one below the right

eyepiece and remember them."

You can then adjust any centre-focussing binoculars to your own individual setting without delay. After that you will only need to adjust the centre ring to focus on near and distant objects."

Floats that cut to size

A NEW RANGE of floats, buoys and fenders made of polyurethane is now available in Sweden.

Most units in the range — even floats designed for use on dan buoys — are cylindrical with tapered ends and there is nothing particularly remarkable about their shape."

But an unusually interesting feature is inclusion of four units which are supplied by the metre and can be cut into whatever size of float (up to 1000mm long) you require."

These units, made of non-flexible polyurethane, do not of course have tapered ends. They are available in 40, 55, 75 and 100mm diameter sizes. You can, therefore, make floats from them which will not tangle in the meshes of any type of gill net."

Full particulars are obtainable from AB Glimvottnet, Box 181, Jonkoping, Sweden."

Readers on trail of...

ONE READER wants a manual or lubrication diagram for a Ferry EKR 12 engine built in 1952 for the RNLI."

Another would like to know where he can get a secondhand starter (24 volt) for his Volvo Penta MD 29A engine."

A third seeks the name and address of manufacturers of Seahorse lights."

Answers to any of these queries would be welcome.

